

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning at line 4 of page 12 and ending at line 13 of page 12 with the following amended paragraph:

In a roll-changing maneuver, the roll drive assembly 110a rotates the roll spur gear 104a, which, in turn, rotates the thrust nut 142d. As shown in FIG. 6, the thrust nut 142d is mechanically coupled with an outer ring 156d of the bearing 144d. As the thrust nut 142 142d is rotated, it translates a distance along the length of the first screw 136d, which correspondingly translates the second screw 140d. However, the thrust nut 142d does not rotate the second screw 140d due to the bearing 144d disposed therebetween. The translation nut 146d translates a corresponding distance along with the second screw 140d. The pins 154 and the linkage 152d transmit the translation of the translation nut 146d and the second screw 140d to the output shaft 128d, causing the output shaft 128d, and thus the control surface 804, to rotate.

Please replace the paragraph beginning at line 4 of page 14 and ending at line 12 of page 14 with the following amended paragraph:

FIG. 8 depicts an illustrative application for the actuation apparatus 100, in which the actuation apparatus 100 forms part of a projectile 800. In this embodiment, the actuation apparatus is disposed within a body 802 of the vehicle 800 and the control surfaces 804 are attached to the output shafts 128a – 128d, respectively, of the actuation apparatus 100. In operation, the desired attitude (i.e., the roll, pitch, and yaw)

of the vehicle with respect to a datum is provided by, for example, a guidance or trajectory controller 806 within the body 802 of the projectile 800 to an actuation controller 158 (shown best in **FIG. 4**). The actuation controller 158 808, in turn, provides commands to the drive assemblies 110a – 110c to effect articulation of the control surfaces 804.